SHRI M. ARUNACHALAM : As far as electronics sector is concerned, he is to address a separate question to the concerned Ministry. Regarding industrial development, the indicator is the distribution of money by the financial institutions in the State. If you see the figures given by the Industrial Finance Corporation of India, Rajasthan stands seventh in all India.

श्री सुरेन्द्रजीत सिंह अहलूवालिया : उपसभापति महोदया, आपके माध्यम से मैं पूंछना चाहता हूं कि राजस्थान में पिछले चार वर्ष से जो सूखा पड़ा है उस के कारण क्या इंडस्ट्रियल ग्रोथ में कोई असर पड़ा है या उसमें कोई कटौती की गयी है ?

SHRI M. ARUNACHALAM : Madam, so far it has not affected, we have to wait and see the consequences of drought a little later.

SHRI BIR BHADRA PRATAP SINGH : Madam the two Members have put this specific question and I would like to repeat the same that in backward areas like Rajasthan when you create any kind of industry, what is the benefit given to the population round about that area ? It can only be through ancillary industry, if you find it out and establish it. I would specifically like to know from the hon. Minister whether he is serious enough to find out the ancillary industries and build them up round about these projects so that the population round about that area can be benefited. I expect a reply from the hon. Minister on this point.

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO) : Madam, for granting licences and letters of intent we are putting a condition that they must start ancillary industries around the unit to create more employment in the rural areas.

ठाकुर जगत पाल सिंह : उपसभापति महोदया, मैं आपके माध्यम से पूंछना चाहता हूं कि जो ऐंसिलियेरी यूनिट्स हैं और जहां-जहां और लगाई जा रही है उनके टर्म्स एंड कंडीशंस में क्या यह लिखा हुआ है कि चार साल के बाद ओपेन टेंडर्स होंगे । क्या उन ऐंसिलियेरी यूनिट्स को फर्स्ट प्रेफरेंस दिया जाएगा ।

SHRI M. ARUNACHALAM : This is a good suggestion. We will consider whether preference can be given or not.

THAKUR JAGATPAL SINGH : It is not a suggestion. I asked a direct question whether you will give preference to those ancillaries or not.

Price rise of petrol

*263. DR. G. VIJAYA MOHAN REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that there has been a steep fall in the international prices of oil but in spite of this the prices of petroleum have recently been increased by Government; and

(b) if so, what were the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHM DUTT): (a) and (b) A statement is laid on the Table of the Sabha.

Statement

Crude oil prices in the international market started falling from December, 1985 from a benchmark level of $ 27/bbl and stabilised around $ 18/bbl by January, 1987. Under the administered pricing policy for petroleum products, prices are not generally revised with changes in international prices. The price of petrol was increased in January, 1988 to curb the rapid rise in its consumption and to promote its efficient and economic use.

DR. G. VIJAYA MOHAN REDDY: Madam, the Minister in his statement has said nothing. There had been a steady increase in petrol price each year, the third since the present Government came to power. The

price of one litre now works out to be Rs. 8.83 in the 4 metropolitan cities, making it the costliest all over.

Does the hon. Minister seriously think that there would be a drop in the consumption of petrol as stated by him in his reply when it is well known that the consumption of petrol was 2.60 million tonnes in 1986-87, 2.80 million tonnes in 1987-88 and 3 million tonnes, as worked out, this year, which will fetch a revenue of Rs. 400 crores instead of Rs. 260 crores? How will the Government, if it is true to its objective, achieve reduced petrol consumption when more than 10 million motorised vehicles are plying on the road? What would be the saving in foreign exchange that the Government expects?

SHRI BRAHM DUTT: Madam, it is a necessity for India that we reduce the consumption of petrol so that we need not import it. One way is the price mechanism and the other way is to increase efficiency of engines and all that. Most of the petrol is consumed by departments, public undertakings. They have got a petrol budget. But if the quantity of petrol is not increase, that also will serve to conserve petrol. The basic idea behind this is to have some resources in the pool account to subsidise other products also. So it has a twin objective: first is conservation of petrol as such; and second is to subsidise and supply, at a cheapter rate, the other oil products which are meant for the poorest sections of the society.

DR. G. VIJAYA MOHAN REDDY : Since 1985-86, petrol prices have been falling in the international markets, which the hon. Minister has also conceded. Many developing countries as well as developed countries have announced a cut in petrol prices ranging from 15 to 30 per cent. But it is a different story here. The present hike in prices is expected to push up transport costs by 3 per cent thereby accelerating the price spiral affecting the common people, especially the middle class people who are using mopeds, autos, taxis etc. for their transport. Because of this, their monthly budget is affected to the extent of Rs. 70 to Rs. 200. I would like to know what measures the hon. Minister proposes to take to neutralise this extra burden on the common man, which has been the "new year gift" of the present Government. Will the hon. Minister reconsider the present hike in petrol prices which affects the entire economy of this country?

SHRI BRAHM DUTT: I cannot entirely agree with the hon. Member. Of the petroleum products — petrol, diesel, LPG and kerosene—diesel is used by the farmers, kerosene is consumed by the poorer sections of society and LPG we want to replace as a cooking medium. We are highly subsidising these products. But the money should come from somewhere. We want petrol consumption to be curbed. That is one way. The other is to get some money in the pool to subsidise the other products.

श्री प्रमोद महाजन : उपसभापति महोदया, पेट्रोल मूल्य वृद्धि के संबंध में इस गतिशील सरकार को हृदय से धन्यवाद देता हूं कि उन्होंने हमें ऐसे कुबेर देश का नागरिक बना दिया है जो विश्व का सबसे मंहगा पैट्रोल खरीद सकता है । मेरी जिज्ञासा के लिये क्या मंत्री महोदय मुझे यह बता सकते हैं कि पैट्रोल, डीजल, केरोसीन और एल० पी० जी० गैस आदि का कर के पूर्व टैक्स के पूर्व मूल्य क्या है और टैक्स के बाद का मूल्य क्या है ? प्रश्न का दूसरा हिस्सा यह है कि गत तीन वर्षों में कितनी नयी दो, तीन, चार पहियों वाली गाड़ियों को अनुमति दी गयी है ? ये बढ़ती हुयी गाड़ियां, अगर आप पैट्रोल मंहगा करेंगे तो आध्यात्मिक शक्ति पर चलेंगी या पेट्रोल पर चलेंगी ? यदि पेट्रोल पर चलेंगी तो इस बढ़ती हुयी गाड़ियों के हिसाब से पैट्रोल के मूल्य किस

प्रकार के रखने चाहियें इसका उत्तर कृपया मंत्री जी दे ।

श्री ब्रह्म दत्त : माननीय सदस्य ने दो भाग में अपना प्रश्न पूछा है । पहले भाग में यह है कि कर से पूर्व मूल्य क्या है तो इसकी सूचना एकत्र करके माननीय सदस्य को दे दूंगा क्योंकि इस वक्त मेरे पास सूचना नहीं है ।

दूसरा प्रश्न जो आपने पूछा है कि आध्यात्मिक शक्ति पर चलेंगी क्या, तो आध्यात्मिक शक्ति पर कोई मशीन नहीं चल सकती है संयम से चल सकती है । थोड़ा संयम का इस्तेमाल कीजिये फायदा हो जायेगा । बाकी जो पूछा है दो पहिये और तीन पहिये वाली कितनी नयी गाड़ियों को इजाजत दी गयी है तो यह प्रश्न पैट्रोलियम मिनिस्ट्री से ताल्लुक नहीं रखता । दो महीने बंद करने की चेष्टा की है ताकि पैट्रोल का कम इस्तेमाल हो । गवर्नमेंट भी कम इस्तेमाल करे, पब्लिक अन्डरटेकिंग भी कम इस्तेमाल करे और हम भी कम करें । हम यह भी चाहते हैं कि हमारे पूल एकाउंट में ज्यादा से ज्यादा पैसा हो ताकि किसान जो डीजल इस्तेमाल करता है उसके मूल्य न बढ़ाने पड़ें, कैरोसीन जो गरीब इस्तेमाल करता है, एल० पी० जी० जो मिडिल मैन इस्तेमाल करता है उसके मूल्य न बढ़ाने पड़ें । समय-समय पर हमने ऐसा किया है जब रेल के किराये बढ़े, एक्साइज बढ़ी तो हम खुद एब्जोर्ब करते रहे । अब हमने निर्णय लिया है कि अन्य पहाड़ी, दूर दराज के इलाकों में भी उसी दाम पर एल०पी० जी० और कैरोसीन भेजते रहें जिस दाम पर मैदानी इलाको में देते हैं । यह सब हम कर रहे हैं । इसको हम एब्जोर्ब करते रहे । इसे एब्जोर्ब करने के लिये हमें कहीं से तो पैसा आना चाहिये ।

SHRI JAGESH DESAI: Madam Deputy Chairman, I am happy that the Minister has, agreed, has made it very clear that one of the reasons is to mobilise resources. Petrol is not used by the common man. It is used by those public sector undertakings or industries in private sector and those which are in the Government Departments. There is nothing wrong in increasing the prices of petrol. I am with the Government. But the Government gives one of the reasons that it is also done to see that the consumption of petrol is reduced. Don't give this kind of reasons. People are not going to take you very seriously.

You are increasing the manufacture of cars by leaps and bounds. What is the Government doing to see that the manufacture of cars is reduced? This is one thing.

The second thing is, there is a decrease in the price of crude oil by 33 per cent. Have you given one-third benefit in diesel and kerosene which are used by farmers and poor people, have you passed it on to that extent to these sections of people?

SHRI BRAHM DUTT: We have not directly deceased the prices of these products. But we have saved them from other impacts. We have been absorbing the impact of excise. We have been absorbing the impact of the increased freight. It is to our credit that in spite of the big drought and big demand increase for disesel, we have not increased the price and met the demand adequately. So, our attempt is to maintain the price level of those products which are used by farmers or by poor sections of the society at a particular level and absorb ourselves whatever additional levies are there and also to create, generate resources for the development of the oil industry. I am happy to say thtat one of the sectors is oil which is contributing to the Central exchequer and also generating internal resources. That is also a very important factor.

SHRI JAGESH DESAI: What is the reduction in the number of cars manufactured if that is your reason?

PROF. C. LAKSHMANNA: The Minister, in his answer, stated that the rise in the petrol price has been in order to conserve petrol. I would like to ask Minister: what is the consumption ratio of the petroleum products of the farm sectors? What is the consumption ratio

of the private transport sector? What is the consumption ratio of the public transport sector what is the consumption of petrol in other fields? I would like to know whether there has been an increase in all the fields or whether there has been an increase only in a particular field? If that is the case, I would like to know from the Minister how he is going to reduce the consumption in the essential sectors like the farm sector or the public transport sector etc. and how the price rise will be passed on to these people. I would like to know specifically from him the advantage that would accrue as a result of the price hike.

SHRI BRAHM DATT: Madam, generally there has been an increase of 13 per cent last year in the consumption of petrol as such. Broadly we can say that 65 per cent is utilised by Government or public sector, 35 per cent by others.

PROF. C. LAKSHMANNA: I want to know about the public transport, not the public sector. I want to know what is the ratio of public transport, what is the ratio of private transport, what is the ratio of the farm sector, what is the ratio of the weaker sections who use kerosene etc? I want this information because you stated that you want to conserve petrol. Do you want to reduce consumption of petrol in all the essential sectors which are using it only for the minimum purposes? Or are you able to reduce consumption of petrol in other fields? Unless you have got statistics with you, you will not be able to satisfy us that you have taken all steps necessary for raising the price. Unless these essential sectors are having the advantage of what you call the conservation of petrol, it would not be possible.

THE DEPUTY CHAIRMAN: That is all. Let him reply.

SHRI BRAHM DUTT: Madam Deputy Chairman, I have got with me these figures: 65 per cent of the petrol is used by the public sector or Government; 35 per cent by others.

As far as the farm sector is concerned, very few farmers take petrol-driven cars or scooters. They use diesel for their tractors and pumpsets. No poor man use petrol. They use either kerosene or small quantities of diesel.

About how we will be able to control, I have submitted, every department, every undertaking in the public sector has got a petrol budget. The quantity is not indicated there, but the money is indicated. And if money is kept at the same level, consumption will decrease. In other sectors also if the private car or scooter owners have to pay something more, there will be a tendency and it is reflected in the consumption pattern they also think that instead of making ten trips, they can make eight or seven trips. That way an overall measage should go to the people that petrol should be conserved. But this is not the only step. We are taking other steps suggesting other conservation methods. This is one of them. The basic purpose behind it is to find money for subsidising other products also, which I have already submitted. With that idea, the hon. Member should agree that diesel price should not be increased, kerosene price should not be increased, because they are consumed by the farmers and the people belonging to the poorer sections.

SHRI NIRMAL CHATTERJEE: I am intrigued by the quality of the argument. If you succeed in curtailing consumption, then you cannot get resources; and if you get additional resources, then you are not succeeding in curtailing consumption. So, there is a conflict in objectives. What you say is that perhaps you will curtail it to some extent and garner resources also to some extent. This is how I have understood you. But the problem is, you say you are mobilising resources. Where-from? As you say in the main from the public sector—your Government sector and the public sector which consumes as it today, according to your statement, 65 per cent of petrol. So, your main collection of resources would come from them. With what consequences would it come? Am I to tell you—you are a knowledgable person, you have indicated to me once—that you do not know the cascading effect of such indirect levies? This will mean not a reduction...

THE DEPUTY CHAIRMAN: Please put your question.

SHRI NIRMAL CHATTERJEE: ... but the losses, the expenditure in the public sector would rise leading to more losses or reduction in incomes, requiring more subsidies. Similarly, inside the Government your non-Plan expenditure would rise further eating into your resources so that the total effect would be fulfilled. Secondly, you are not controlling the production of Maruti cars, because that is, it seems to me, your Sunrise department of production. So, the question is, instead of raising the prices, why are you not rationing the consumption of petrol all over the country and limiting the output of cars in the economy?

SHRI BRAHM DUTT: I am very happy that the hon. Member has understood the dialectics of this whole exercise.

SHRI NIRMAL CHATTERJEE: You once believed in dialectics.

SHRI BRAHM DUTT: I still believe in dialectics, but constructive dialectics.

First of all let me submit that the impact of the rise in petrol price is only 0.86 in one hundred points of the WPI. Of course, partly we will mobilise resources to subsidise other things and partly a tendency will be generated to use less and less petrol. The Industries Ministry is already taking care that fuel-efficient cars are produced in this country and less fuel-efficient machinery is not produced in this country. That applies to to every industry whether it is car, tractor or pumping sets. That is another method. So, I do not say that this objective of curtailing consumption will be achieved by only this. There are other two objectives. First, tendency to curtail and second, to find ways and means not to raise the prices of all those products which will have a very bad effect on the poorer sections of the society.

SHRI NIRMAL CHATTERJEE: You say you are subsidising diesel. Tomorrow you will have more indirect duties imposed because of this caseading effect. (*Interruptions*)

THE DEPUTY CHAIRMAN: Mr. Jagesh Desai, please let the Minister reply.

SHRI BRAHM DUTT: Madam, when we took this decision, I can say that there was a suggestion from certain quarters that we should increase the price of diesel, we should increase the price of kerosene, we should increase the price of everything. But we did not do it. Recently, there has been some hike in excise duty but we have not passed on to the consumers. We absorbed it in the pool account. If it is freight we absorb it in the pool account. That is the overall view and as I have submitted this has got a very little impact on the WPI. I think; that is the best possible solution in the present situation. I do not say ideal but in the present situation this is the best way for us.

THE DEPUTY CHAIRMAN: Mr. Kulkarni.

SHRI A. G. KULKARNI: No.

THE DEPUTY CHAIRMAN: Question No. 264.

Revision of pay scales of Telecommunication Technicians

*264. SHRI ATAL BIHARI VAJPAYEE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether any assurance was given in 1986 for the revision of pay scales of the Telecommunication Technicians on receipt of the job evaluation report;

(b) whether it is also a fact that the National Productivity Council has since submitted to Government a Job Evaluation Report and the Indian Institute of Management has also recommended revision in their pay scales; and

(c) if so, what are the reasons for not revising the pay scales of the Telecommunication Technicians?

THE MINISTER OF ENERGY AND THE MINISTER OF COMMUNICATIONS (SHRI VASANT SATHE): (a) No, Sir.

(b) No, Sir. The National Productivitry Council gave its report to Agarwal Committee which had engaged their services.

The Indian Institute of Management, had not recommended revision of pay-scales.